

# None Perished on Lusitania When Ship Is Torpedoed

## LINER IS SENT TO BOTTOM WITHOUT WARNING OFF THE COAST OF IRELAND

### Slips Beneath Waters About Twenty Minutes After Fatal Blow Is Struck.

### 188 AMERICAN PASSENGERS; ABOUT 1,900 PERSONS ABOARD

### Many Vessels Rush to Aid of Stricken Cunarder and Fatalities are Prevented—Great Vessel Had Defied German Raiders.

### LONDON, May 7, 8:15 p.m.—The Cunard Company has definitely ascertained that the lives of the passengers and the crew of the Lusitania have been saved.

NEW YORK, May 7.—No lives were lost when the giant transatlantic liner Lusitania was torpedoed and sunk 10 miles south of Kinsale, off the Irish coast, this afternoon. She had aboard 1,253 of her own passengers and 163 passengers transferred to her from the Anchor line Cameronia, besides her own crew, bringing the number on board up to more than 1,900. The fact that there was no loss of life is due to the prompt response of steamers and other vessels in rushing to the rescue after the huge Cunarder had flashed through the air her announcement that she had received her death blow and needed assistance. Cunard officials declare the Lusitania was torpedoed without warning.

The first intimation that the Lusitania was suffering came from the signal station at Kinsale, where it was seen, dispatches from Queenstown state, that the liner was in extreme difficulties at 2:12 p.m. The vessel, which has defied the dangers accompanying the German submarine war on shipping, by continuing her voyages across the ocean, finally slipped beneath the waves at 2:33 in the afternoon, keeping above the waters twenty-one minutes after the blow ending her historic career had been struck.

### CALLS FOR AID BY WIRELESS.

Great anxiety for the Lusitania has been felt ever since she sailed from New York May 1, when passengers were warned by unidentified persons that the vessel was about to start her last voyage, but the great liner did not admit her danger until 2:15 in the afternoon, when her wireless flashed:

"Want assistance. Listing badly."  
Admiral Coke at Queenstown dispatched all available tugs and steam trawlers to the scene. It would take about two hours for most of them to reach the point where the Lusitania went down, but other vessels indicate that about twenty other vessels were in the vicinity of the disaster and rendered assistance to the hundreds of passengers. Tugs and patrol boats arriving on the scene immediately took the liner's lifeboats in tow, according to dispatches, and this prompt assistance is declared to have lessened the danger to the occupants of the boats a hundredfold.

### SHIP TORPEDOED WITHOUT WARNING.

According to a London dispatch put out by the Dow-Jones ticker late today the Cunard Steamship Company in London issued an official statement there tonight, declaring that the Lusitania had been torpedoed without warning and sank almost immediately.

The text of the statement follows:  
"The whole concern of the Cunard Company is for the safety of the passengers and crew. The material loss does not count, as it is covered by insurance."

"The Lusitania was torpedoed without any warning and sank almost immediately. It is known that a large number of the large boats of the ship are afloat. Every effort is being made to obtain the fullest information, which will be published immediately on receipt."

There were 188 American passengers in all aboard the Lusitania, according to a compilation made late today at the Cunard offices here. The British numbered 956 and other nationalities made up the remainder of the 1,253 passengers aboard.

Cork newspapers report, according to a Liverpool dispatch received by the Cunard line late today, that 300 passengers have been landed at Clonakilty.

### Lusitania Twenty-Ninth Ship Sunk or Damaged in German War Zone First Week of May

The Lusitania is the twenty-ninth vessel to be sunk or damaged in the first week of May in the German war zone off the British Isles. Most of these vessels were torpedoed by German submarines, although in some cases it has not been established whether the damage was inflicted by mines or under-water boats.

During the last fortnight German submarines have carried on the most active campaign of any time since the war began. Sixteen of the twenty-nine vessels were British trawlers. There were four British and one French merchantmen on the list. The others were vessels of neutral nations.

One of them was the American steamer *Gulflight*, which was torpedoed off Sully Islands May 1, with the loss of three lives. There were three Norwegian, two Swedish and one Danish merchant vessels in this number.

### Decree Effective February 18.

Establishment of the German war zone was decreed February 18 to take effect February 18. The German government's decree defined the war zone as including "all the waters surrounding Great Britain and Ireland, including the entire English channel," although stating specifically that shipping north of the Shetland Islands, in the eastern area of the North sea and in the North Atlantic, would not be imperiled. The Lusitania, therefore, was in the war zone when she was sunk.

### 1,310 Passengers on Ship When She Left New York

When the Lusitania sailed she had about 1,310 passengers. Some nervousness was shown by her passengers at the publication in the morning papers of Saturday of an advertisement warning intending travelers that a state of war existed between Germany and Great Britain and her allies; that in accordance with the principles of international law, the German government vessels flying the flag of Great Britain are liable to destruction in those waters and that travelers sailing in the war zone on ships of Great Britain or her allies do so at their own risk.

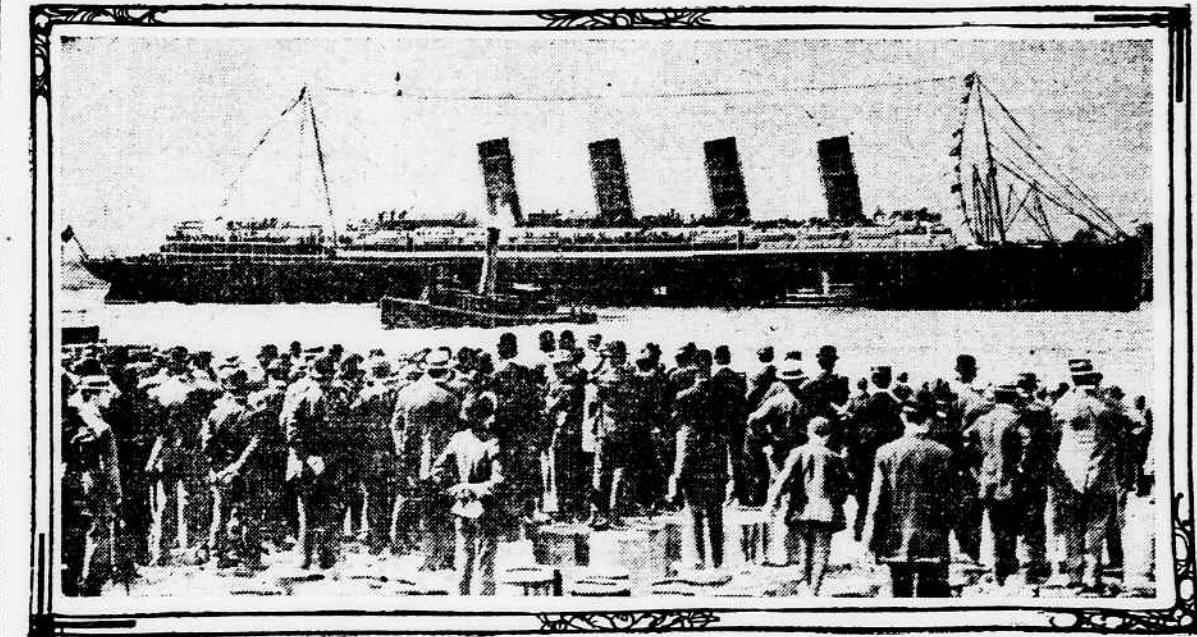
This warning, apparently, did not cause many cancellations, for the ship sailed with a full passenger list. The advertisement, signed by a name known to them and presumed to be a British official, was not taken as the liner was to be torpedoed by a submarine. Alfred Gwynne Vanderbilt was one of the passengers who received such a message. He declared the summer without comment.

Charles H. Sumner, general agent of the Cunard line, was at the pier, and in a statement made then said that the voyage of the Lusitania would not be affected by any such whatever, and that the liner had a speed of twenty-five and a half knots and was provided with unusually light hulls.

In commenting on the report of the torpedoing of the Lusitania today, Mr. Sumner pointed out that in his opinion the Lusitania could not be sunk by a single torpedo.

The Lusitania was delayed for more than two and a half hours in sailing for Liverpool last Saturday on account of having to take on board a passenger from the Anchor line Cameronia, which was chartered at the last minute by the British Admiralty.

THE TORPEDOED LINER LUSITANIA.



GREAT SHIP OF THE CUNARD COMPANY AS SHE APPEARED NEAR HER DOCK ON HER LAST VOYAGE. SAILING FROM NEW YORK MAY 1.

Fred Hammond, Toronto; Mr. and Mrs. O. H. Hammond, New York; C. T. Hill, London.

Mr. and Mrs. William Hodges and children, W. S. Jr. and Dean W. Philadelphia; Master Bohls, Montreal; Thomas, St. Louis; James A. L. Hopkins, New York; Mr. and Mrs. Albert Hubbard, East Aurora, N. Y.; Miss E. Hutchinson, Orange, N. J.; Mr. Jeffrey, Chicago; Miss Jones, New York; Mr. and Mrs. W. Keble, Toronto; Francis C. Kellert, New York; Mr. Kempson, Toronto; Mrs. C. Hickson, Kennedy, New York; Miss Catherine Kennedy, Memphis, Tenn.; Miss Francis McDonald, Montreal; William McLean, New York; L. McMurtry, Toronto; Fred A. McMurtry, New York; F. E. MacLennan, New York; Mrs. Henry D. MacLennan, New York; Lady Macworth, Cardiff, Wales.

Mr. and Mrs. Stewart S. Mason, Boston; A. T. Matthews, Montreal; Rev. Basil W. Murray, Oxford, England; George Maurice, Toronto; M. B. Medley, New York; H. H. Meers, New York; C. R. Miller, New York; J. H. Mitchell, Philadelphia; R. T. Moode, Toronto; Mrs. M. S. Morell, Toronto; Mrs. Munro, Liverpool, England.

### List of First Cabin Passengers.

The following is a list of the first cabin passengers aboard the Lusitania: Mr. and Mrs. Henry Adams, Boston, Mass.; A. H. Adams, New York; W. M. Adams, New York; Lady Allan and maid, Montreal; M. A. Allen, New York; John De Ayala, Cuban consul general at Liverpool; James Baker, England; Miss M. A. Baker, New York; Mr. and Mrs. G. W. B. Bartlett, London; J. J. Battersby, Stockport, England; Albert C. Blakely and wife, Los Angeles, Cal.; Louisas Thomas, Bloomington, New York; Bohan, Toronto, Canada; E. B. Bowen, Boston; Mr. Boulton, Jr., Chicago; Miss Boulton, London; J. J. Battersby, Josephine Brandell, New York; C. T. Broadrick, Boston.

Mr. and Mrs. Harry J. Kessler, Philadelphia; Mrs. M. W. Ketchum, New York; Mr. and Mrs. C. K. Kimball, New York; H. H. King, New York; Charles Klein, New York; C. H. Knight and Miss E. H. Knight, Baltimore; F. M. Knox, Philadelphia; Mr. Hugh Lane, England; Mrs. H. B. Lattimer, London; E. Leary, New York; E. A. Leigh, Liverpool, England; Gerald A. Letts, New York; Mrs. Popkin, Lohs, New York; R. R. Lockhart, Toronto; Mr. and Mrs. A. D. Loney, Miss Loney and maid, New York; Mr. and Mrs. Luck and two children, Worcester, Mass.; Herman A. Myers, New York; Naumann, New York; Gustav Adolph, Nyholm, Canada; Dr. J. O. Orr, Toronto; R. E. Orr, Lewis and valet, Montreal; Mrs. A. B. Osborne, Hamilton, Ontario; Mrs. F. P. Paddy, Liverpool, England; Frederick J. Peadar, London; J. H. Page, New York; Mr. and Mrs. N. Page, Philadelphia; Mr. and Mrs. J. J. P. Pearson, Toronto; Dr. and Mrs. F. P. Pearson, New York; Mr. and Mrs. F. Warren Pearl, infant and maid, New York; Misses Amy W. W. and Susan W. Pearl and maid, New York; Master Stuart Duncan D. W. Pearl, New York; Edwin Perkins, New York; Frederick J. Perry, Buffalo, N. Y.; Albert N. Perry, Buffalo, N. Y.; Phillips, New York; Robinson, Erie, Hamilton, Ontario; William J. Pienpont, Liverpool, England; Mr. and Mrs. Charles A. Plamondon, Chicago; Henry Pollard, New York; Miss Theodore Pope and maid, Farmington, Conn.; George A. Powell, New York; N. A. Radcliffe, New York; Robert Rans, New York; Dr. Owen R. Rans, New York; A. L. Rhys-Evans, Cardiff, Wales; W. R. Rumble, Toronto; Miss Laura Rye, Toronto; Mrs. G. Sterling Ryerson, Toronto; August W. Schwartz, New York; Max M. Schwarz, New York; Percy M. Schwarz, New York; Elizabeth Seacombe, Boston; Mr. and Mrs. Victor Shields, Cincinnati; Mrs. R. D. Shynner, New York; C. E. Williamson, New York; Miss Jessie Tati Smith, New York; Ohio; H. B. Somers, Baltimore; Comander J. Foster Stockhouse, London; W. G. Stephens, infant, nurse and maid; Montreal; Duncan Stewart, Montreal; Van Straten, London, England; C. F. Sturdy, Montreal.

R. L. Taylor, Montreal; D. A. Thomas, Cardiff, Wales; Mr. and Mrs. E. H. Thompson, Indiana; George Thibault, New York; R. J. Thoms, New York; E. O. Total, London; Ernest Townley, Toronto; G. H. Turtin, Melbourne, Australia; Miss Mabel Twellen, New York; Alfred C. Vanderbilt and valet, New York; Mrs. A. F. Witherby, New York; A. T. Wakefield, New York; Mr. D. Walker, New York; Mrs. William Wain, Montreal; Mrs. Catherine E. Wiley, Lake Forest, Ill.; T. H. Williams, New York; C. E. Williamson, New York; Mrs. A. F. Witherby, New York; Master A. L. Witherby, New York; Laron, Washington, Boston; Arthur Wood, New York; Mr. and Mrs. J. M. Young, Hamilton, Ont.; Philip Young, Montreal.

## LUSITANIA DISASTER CAUSES ADMINISTRATION TO WORRY

News of the torpedoing of the Lusitania struck official Washington like a bomb. While disposed to await full details before expressing opinions, all administration officials realized that the incident was probably the most serious that Washington has faced since the beginning of the war. President Wilson was informed of the sinking of the Lusitania, and White House officials showed keen anxiety to learn whether any American lives were lost. No comment was made. Officials did not believe there would be complications, unless American lives were lost. There was a supreme confidence among many high officials that all the Americans had been saved. In fact, it was disclosed that the United States government had information of an unofficial character several days ago to indicate that Germany intended to destroy the Lusitania at the first opportunity, as a means of terrorizing British shipping and preventing ocean commerce with the allies.

While the United States in its own interest has insisted that before

any vessels with neutrals and non-combatants aboard were sunk, passengers must be removed to a place of safety, no case had arisen until the wrecking of the Lusitania last Saturday, the investigation of which has not yet been completed.

Should any Americans lose their lives the case would be covered, officials thought, by the warning to Germany that she would be held in that event by the United States to a strict accountability.

There was only one person booked through the Washington office of the Cunard line for the Lusitania, it was said today—Henry Pollard of London, who had been here on business and was returning to England.

If Washingtonians were among the Lusitania passengers, they would have been booked through New York. Dr. Howard Fisher of Washington, it was said, must have been booked through some other agency than that at Washington.

The Washington agency this afternoon had not received confirmation of the report that the Lusitania had been torpedoed and sunk.

Direct lines to brokers' offices in Washington from the New York Stock Exchange showed that a panic ensued on the floor of the New York exchange immediately following the announcement that the Lusitania had been torpedoed and sunk.

At 2:30 o'clock this afternoon the dispatches received here showed that everything had broken "wide open" on the exchange and that securities all along the line had dropped from five to fifteen points.

Dr. Howard Fisher, formerly a resident of Washington, whose home is now in Bedford, Mass., was to assist Dr. Fisher as a nurse.

The hospital unit was to have been composed entirely of Americans. Mrs. Fisher is remaining in the Menard during her husband's absence, and has been planning as soon as her son returns from school in Andover, Mass., to visit her mother in England.

### DR. HOWARD FISHER A LOCAL PASSENGER

With Sister-in-Law, Miss Dorothy Conner, Was to Organize Hospital Unit.

Dr. Fisher was born in Wheeling, W. Va. His father was president of Hanover (Ind.) College, from which institution Dr. Fisher was graduated, and also from Jefferson Medical College. He is a member of the American Medical Association.

For several years Dr. Fisher saw service in India.

Dr. Fisher was accompanied from Washington by his sister-in-law, Miss

## CHINA PREPARES TO CONCEDE ALL JAPAN DEMANDS

### Ultimatum Handed Peking Government Without Advisers and Munition Clauses.

### REPUBLIC WILL AVOID RUPTURE, NIPPON HEARS

### Chinese Cabinet Will Bow to Force, Being Unable to Defend the Nation.

TOKIO, May 7, 4:40 p.m.—In presenting its ultimatum to China, Japan omitted from the present negotiations all items in group A of the amended list of demands with the exception of the portions dealing with the concessions in Fokien, on which an agreement already has been reached.

The demands in group A are reserved for future discussion.

### PEKING, May 7, 6 p.m.—There is good reason to believe that China is prepared to concede everything demanded by Japan, realizing that the situation is hopeless.

A dispatch sent to the Tokio Nichi Nichi, from its correspondent here, says China has informed Japanese Minister Hioki that it desired to arrange a settlement of the demands in such a way as to avoid a rupture.

Eki Hioki, the Japanese minister, went to the Chinese foreign office between 3 and 4 o'clock this afternoon and presented the Japanese ultimatum, which insists that China accede to the demands presented by the Tokio government.

### Japan Makes Concessions.

Prior to this action on the part of the minister the secretary of the legation visited the foreign office and informed Vice Minister Taao Yulin that the ultimatum of the Japanese government contained certain modifications of the twenty-four demands presented by Tokio, notably the questions relating to munitions and advisers which interested the United States.

The impression prevails that the influence of the elder statesmen resulted in the further concessions being made to China in the belief that the lasting peace of the Japanese empire could be served by conceding the powers that Japan is guided by a spirit of justice and a desire for the preservation of peace in the Orient.

Japan's policy, says the Peking Gazette, is to accept the Japanese ultimatum, which demands that Japan accede to the demands while avoiding odium of Europe and America for exactions from China through an ultimatum.

### Prepare to Leave.

The possible peaceful outcome to the present tense situation is not generally comprehended in Peking; consequently, a number of foreign residents have been planning as soon as their belongings have been packed to leave the city, and are preparing for eventualities.

It was ascertained here today that the Japanese government yesterday presented to the Chinese minister at Tokio a note warning him that China must accept the demands of Japan. The Japanese government is said to believe that neither Great Britain nor the United States will interfere with the course of events in China.

### Scope of Negotiations.

The presentation of the Japanese ultimatum to China is the culmination of the negotiations which have been going on since January, and which have represented Japan's endeavor to compel China to accede to a series of demands numbering originally twenty-one and subsequently raised to twenty-four. The Japanese government would have very materially increased the influence of Japan, politically, financially, and industrially, in the affairs of the Chinese republic.

It is understood that this ultimatum expires at 6 p.m. of Sunday, May 9. At the same time there is good reason to believe China, realizing her situation to be hopeless, will be compelled to accede to Japan.

### FRANCE TO REQUISITION ALL STOCKS OF WHEAT

PARIS, May 7.—Announcement has been made to the budget committee of the chamber of deputies by Premier Viviani and Minister of Commerce Thomson, that the government intended to requisition all existing stocks of wheat, at a fixed price. The ministers explained that the wheat supply was more than adequate to meet the requirements of the civil population, but that requisition was deemed expedient to prevent speculation and the artificial inflation of bread prices.

The measure proposed by the government is expected to have the effect of maintaining the existing low price and making it uniform throughout the country.

## GERMANS STRIKING BLOWS AT RUSSIANS ON GALICIA FRONT

### Slavs Reported as Being Steadily Broken Down, But They Deny This.

### CONCEDE A MEASURE OF SUCCESS TO FOES

### Czsr's Forces Report Victory in Bat- tle Near Stry, in the Car- pathians.

LONDON, May 7.—The exact state of affairs in the great battle of western Galicia remains in doubt. German and Austrian reports of a spectacular victory are increasingly optimistic. They state that the resistance of the Russians is being broken down steadily and that the whole Carpathian army of the Russians has been placed in a precarious situation.

Petrograd advices, however, while conceding a measure of success to the Teutonic allies, say these claims are greatly exaggerated.

The Russian war office announces a victory in a battle near Stry, in the Carpathians, farther east than the scene of the present main battle.

The Germans continue to claim extraordinary successes in pushing their offensive against the Russians. More than 40,000 prisoners have been taken by the Germans in the war area to the east of Tarnow and to the north of that place as far as the Vistula river and on the right bank of the Dniester, where fighting continues with great fury, it is said in Berlin. Repulse of Russian attacks are reported at many other sections of the eastern front.

### Grodno Is Bomarded.

According to an official statement the Russian fortress of Grodno has been subjected to terrific bombardment. Not only has the Russian defense been broken at many points, but Berlin declares: "We not only forced a crossing of the Wisloka at several points, but threw our tanks on the bridge, the road and the place." The Russians are said to be retreating eastward of the Luppok pass.

### DENIES GERMANIC VICTORY.

### Russian Foreign Minister Wires Con- tradiction to Embassy Here.

The Russian embassy has received the following dispatch from the Russian minister of foreign affairs:

"The reports from Berlin and Vienna of a victory gained by the Germans and Austrians in western Galicia are absolutely unfounded. The tactics that are proceeding from Berlin are giving no foundation whatever to the talk of a partial success of our enemies. You are asked to contradict most emphatically the reports spread by the Germans."

—SAZANOFF.

### AUSTRIANS ADVANCING AGAINST THE SERBIANS

GENEVA, via London, May 7.—A dispatch to the Tribune from Vienna says that an army corps under Archduke Eugene has arrived at Moravitz, ten miles from the Serbian frontier, advancing against Serbia.

### Ovation for the Kaiser ON RETURN TO BERLIN

AMSTERDAM, via London, May 7.—The New Rotterdamische Courant says it learns from Berlin that when Emperor William arrived in Berlin from headquarters he was enthusiastically cheered by the populace.

"From the station to the palace," the newspaper adds, "the emperor's motor car could only proceed slowly through the dense crowds. The emperor was looking fresh and well. The emperor was visibly affected by the great ovation accorded the emperor."

### Hero of Balaklava Dies.

LONDON, May 7, 6:14 a.m.—Lieut. Gen. William Henry Beaumont de Horsa, who commanded the famous Light Brigade in its charge at Balaklava, died last night at the age of eighty-nine years. He entered the army in 1874, became a major general in 1878 and retired in 1883. He was decorated for gallantry in the Crimean war.